

1946
Box 1



MINISTRY OF TRANSPORT

SUMMARY TABLE OF STATISTICAL RETURNS

OF

RAILWAYS

OF

GREAT BRITAIN

1945

LONDON: HIS MAJESTY'S STATIONERY OFFICE

1946

FOURPENCE NET



RAILWAYS OF GREAT BRITAIN
(including the Railways of the London Passenger Transport Board).
Year 1945

The appended Tables represent an addendum to the Summary Tables of Statistical Returns for the years 1938 to 1944 inclusive issued by the Ministry of War Transport and published by H.M. Stationery Office in March of this year.

The figures now given for the year 1945 are on a comparable basis with those previously published for the years 1938 to 1944, and complete the record of the more important statistical information relating to the operations of the Railways during the period of the war: figures for the years 1938, 1943 and 1944 are included for convenience of comparison.

REGINALD HILL,
Deputy Secretary,
Ministry of Transport,
July, 1946.

Prefatory Notes

These summary tables follow generally those published on pages 20 to 25 of the Railway Returns issued by the Ministry of Transport in July, 1939, with certain variations consequent upon the altered conditions during the war period. Owing to the suspension of the usual Ministry of Transport statistics in 1939, the details for the years 1943 to 1945 are to some extent estimated; where the war-time statistics are not on a basis strictly comparable with those of the year 1938, the latter have been adjusted as necessary.

Separate tables are given for the London Passenger Transport Board covering the working of the Board's Railway and Road Vehicle passenger traffic.

The following explanatory notes indicate the procedure which has been adopted in the preparation of the Summary Tables :—

Item 1. *Mileage of Lines open for Traffic.*—The 1943–1945 figures represent the actual mileage in respect of the Main Line Companies together with the mileage of minor lines estimated on the basis of the 1938 returns.

The publication of separate figures for the Railway Companies and the London Passenger Transport Board results in the duplication of certain mileage in respect of :—

- (a) lines owned by the Board, but leased to or worked by undertakings included in the main summary table, and
- (b) lines owned by undertakings included in the main summary table but leased to and worked by the Board.

Item 2. *Locomotives.*—The figures include estimates in respect of minor lines, and appropriate adjustment has been made in respect of locomotives loaned to and by the Railway Companies, the War Department, Ministry of Supply, etc., in order to arrive at the totals of "operating stock". The total number of locomotives under or awaiting repair as at 31st December each year is also given, representing locomotives which are undergoing heavy or light repairs.

Item 3. *Rail Motor Vehicles.*—A small number of electric and other passenger carrying vehicles is operated on the minor lines, and an estimated figure has been included to arrive at the statistics for Great Britain as a whole.

Item 4. *Coaching Vehicles.*—Figures for the war years show the number of vehicles loaned to and by the Companies and the operating stock figures have been adjusted accordingly; statistics of the number of Coaching vehicles under or awaiting repair as at 31st December each year are also shown (see comment under Item 2.)

Item 5. *Merchandise and Mineral Vehicles owned.*—As from the year 1939 large numbers of 12-ton wagons were up-plated to 13-tons, and a new heading relating to the tonnage capacity is now given separately for each of the years 1943 to 1945. Information is incorporated in respect of wagons on loan to the War Department, etc., for these years, and statistics showing the number of wagons under or awaiting repair as at 31st December each year are shown (see comment under Item 2); the large increase in the number of wagons under or awaiting repair during the war years is due to the intensive use of the wagons, the increased average age, and the shortage of skilled labour and materials.

Item 6. *Tonnage Capacity of Wagons.*—The 1943–1945 figures for the Main Line Companies are actual, and estimates for the minor lines have been added.

Item 7. *Containers.*—Statistics have been included in respect of the number of containers, showing also tonnage capacity.

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Item 8. *Service Rolling Stock*.—The figures have been compiled on the basis of Statistical Return II.E of the usual annual Railway Accounts and Returns (excluding locomotives), and include ballast wagons, ballast brake vans, coal, ash and sand wagons, timber trucks, travelling cranes, &c.

Items 9 and 9A. *Requisitioned Private Owners' Wagons*.—The majority of the privately owned wagon stock of Great Britain was requisitioned in September 1939, and a special computation of the numbers of wagons at the varying tonnage capacities for each year since 1938 has been made by the Railway Clearing House. Estimated figures of the total tonnage capacities have also been included.

Item 10. *Non-requisitioned Private Owners' Wagons*.—The statistics have been prepared from Railway Clearing House records which have been maintained during the war period.

Item 11. *Miscellaneous Property—Road Vehicles*.—The figures represent the information scheduled to be prepared by the Companies in Statistical Return III of the usual Annual Railway Accounts and Returns.

Items 12–13. *Horses for Road Vehicles and Horses for Shunting*.—The Main Line Companies' figures have been given, together with estimates for the minor lines for the years 1943–1945.

Item 15. *Docks, Harbours and Wharves*.—This item represents the Main Line Companies' figures for each year, with an estimate in respect of the three minor railways as shown in the 1938 Railway Returns.

Item 16. *Maintenance of Way and Works*.—The figures for the Main Line Companies have been compiled on the basis of Statistical Return X of the usual Annual Railway Accounts and Returns, estimates being included in respect of minor lines subsequent to the year 1938. The large reductions in the quantities of materials used and miles of track renewed during the war give a broad reflex of the arrears of track maintenance brought about by the shortage of labour and materials.

Item 17. *Engine Mileage*.—The Main Line Companies' figures have been prepared in the form required by the usual Annual Statistical Return XII—"C", miles run by the Companies' engines—for the years 1943 to 1945, an estimate for minor lines being based on pre-war experience.

Item 18. *Passenger Traffic—Number of Passengers Originating*.—The Statistics as to "Descriptions of travel" i.e., Full Fare tickets, Monthly Return tickets, Excursion tickets, etc., were not published in the Annual Returns for 1938, and the figures have been taken generally from the monthly published statistics of that year. Details for the years 1943 to 1945 inclusive have been prepared by the Main Line Companies, and estimates in respect of minor lines have been incorporated. (The pre-war figures for September 1938/August 1939 have been adopted for the year 1939).

The large variations in Full Fare and Monthly Return, Excursion, etc., journeys are principally due to fluctuating war-time conditions; the heavy increase in journeys under the head of "Other Descriptions" of Passenger Traffic reflects the substantial growth in travel by the Forces at reduced rates. The receipts are to some extent affected by the increases in fares and charges in 1939 and 1940.

Item 19. *Estimated Passenger Miles*.—The approximate passenger miles shown refer to the Main Line Companies only and are based on broad estimates, the average distances per journey for ordinary and workmen's traffic, for season ticket traffic, and in total, being ascertained by dividing the passenger miles under these headings by the corresponding numbers of passenger journeys.

Item 20. *Freight Traffic Tonnage*.—The figures appearing in the Annual Returns for 1938 have been increased by the addition of the tonnage for livestock. The Main Line Companies' figures for the years 1943 to 1945 inclusive have been increased by an estimate to cover minor lines. The receipts are to some extent affected by the increases in rates and charges in 1939 and 1940.

Item 21. *Estimated Net Ton Miles*.—These are as worked by the Main Line Companies and include live stock and free-hauled traffic. The 1938 figures covered the traffic originating or passing over the railways, the loaded wagon miles used in the compilation being multiplied by the average load of forwarded and received wagons. With the suspension of the Ministry of Transport statistics in 1939, net ton miles were not compiled, but for the years 1943 to 1945 estimates have been compiled by a shortened method.

The average receipt per ton mile for the years 1943, 1944 and 1945 is to some extent affected by the inclusion of free-hauled net ton miles, which were excluded in arriving at the 1938 computation under this head. (Separate free-hauled net ton miles are not available for the years 1943 to 1945.)

Item 22. *Average Wagon load at Starting Point*.—The figures for the years 1943 to 1945 relate to the Main Line Companies only; the inclusion of details for the minor Railways would not materially affect the results, and the 1938 Great Britain figures have accordingly been adopted, for purposes of comparison, without adjustment.

Item 23. *Engine Hours "In Traffic"*.—Annual figures for the war years are as compiled by the Main Line Companies, the corresponding statistics for the minor lines being estimated.

Item 24. *Train Miles per Hour*.—The details shown for the war years are as compiled by the Main Line Companies; as the exclusion of minor lines from the calculations would not materially affect the results, the 1938 Great Britain figures have been adopted for purposes of comparison, without adjustment.

Item 26. *Number of Wagons forwarded Loaded.*—The figures for the years 1943 to 1945 are as prepared by the Freight Rolling Stock Control Committee of the Railway Executive Committee.

Item 27. *Coal Consumption.*—Separate Passenger and Freight coal consumption figures are not available for the war years, and a combined figure has been prepared by the Main Line Companies for the years 1943 to 1945. The increased consumption per Engine Mile during the war years is due to a number of factors incidental to war-time conditions, some of the more important being the reduced coaching mileage and hours, with increased freight mileage and hours (see Items 17 and 23) ; substitution of poorer quality coals, and retention in service of locomotives which have exceeded their normal life.

Item 28. *Electrical Working.*—As in the case of the Railway Returns for 1938, figures for the London Passenger Transport Board have been included.

London Passenger Transport Board.

Summary tables of statistics of the London Passenger Transport Board's operations, giving particulars in respect of the working of their railway and road services, are shown in a separate statement.

The figures for railway mileage shown in these tables duplicate certain mileage of lines included in item 1 of the main summary tables. Where applicable, figures for the Joint Lines in which the Board are part-owners have, to the extent of the Board's ownership proportion, been included in the Board's figures.

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YEARS 1938 AND 1943 TO 1945 INCLUSIVE.

(The Statistics for the year 1938 are generally as published on pages 20 to 24 of the Railway Returns issued by the Ministry of Transport in July, 1939; the figures for the years 1943 to 1945 are to some extent estimated.)

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* Excludes wagons hired by G.W.R. under a redemption-hire scheme (see item 9).

Particulars.	Unit.	1938.	1943.	1944.	1945.
6. Tonnage Capacity of Wagons owned (approximate) (excluding Brake Vans):—					
Total	Tons	7,807,520	8,388,932	8,454,355	8,437,799
Average per wagon	"	12.01	12.35	12.05	12.73
7. Containers:—					
Number	No.	15,511	17,584	18,375	19,684
Tonnage Capacity	Tons	51,544	59,081	62,182	63,596
Average per container	"	3.35	3.37	3.38	3.40
8. Service Rolling Stock (excluding Service Locos.)	No.	37,701	37,340	37,549	36,466
9. Requisitioned Private Owners' Wagons:—					
8 tons	No.	—	23,100	22,505	21,849
10	"	—	266,205	265,395	264,438
12 & 13 tons	"	—	272,583	273,443	273,938
14 & 16	"	—	4,785	4,201	5,409
15 tons	"	—	3,797	3,776	3,774
*20 tons and over	"	—	14,220	15,071	15,796
Total	"	—	582,066	585,291	585,194
Under or awaiting repair	"	—	28,176	39,452	55,745
Available	"	—	553,890	545,839	529,448
9a. Tonnage Capacity of Requisitioned Wagons (approx.) :—					
Total	Tons	—	6,627,438	6,689,603	6,606,962
Average per wagon	"	—	11.39	11.43	11.44
10. Non-requisitioned Private Owners' Wagons	No.	—	26,905	26,381	26,046
11. Miscellaneous Property:—					
Road Vehicles:—					
Parcels and Goods:—					
Motors	No.	10,428	11,109	11,077	11,174
Horse Wagons & Carts	"	24,953	25,891	25,735	25,311
Miscellaneous	"	4,945	6,318	6,051	6,078
Passenger—					
Motors	"	171	174	177	181
Horse-drawn vehicles	"	—	—	—	—
Total	"	40,497	43,692	43,640	43,644
12. Horses for Road Vehicles	No.	11,216	9,552	8,889	8,628
13. Horses for Shunting	"	344	241	245	264
14. Canals	No.	34	34	34	34
Length	Miles	992	984	984	980
15. Docks, Harbours and Wharves:— (Length of Quay)	Feet	508,384	507,594	507,434	507,434
16. Maintenance of Way and Works:— <i>Quantities of Materials Used:—</i>					
Ballast	Cu. yds.	1,790,545	1,218,806	1,515,432	1,502,124
Rails	Tons	221,618	159,013	156,169	170,890
Sleepers	No.	4,495,852	2,866,575	2,850,310	3,199,072
<i>Miles maintained:—</i>					
Total Running Lines reduced to Single Track	Miles	36,358	36,378	36,361	36,341
Sidings	"	24,590	14,516	14,488	14,471
<i>Miles of Track Renewed</i>	"	2,485	1,008	966	1,122
17. Engine Mileage:—					
Train—Coaching	Miles (thousands)	287,371	204,198	202,052	215,790
" Freight	"	133,571	156,086	155,041	142,469
Total	"	420,942	360,284	357,093	358,259
Shunting—Coaching	"	17,118	15,388	15,611	15,556
" Freight	"	94,624	111,376	111,438	103,008
Total	"	111,742	126,764	127,053	119,464
" Other " Miles, (Assisting, Light and Departmental, excluding Service Departmental)	"	32,948	61,724	63,414	60,952
Grand Total (excluding Service Departmental)	"	585,632	548,772	547,560	538,675
Grand Total (including Service Departmental)	"	586,108	549,283	548,071	539,137
18. Passenger Traffic:— <i>Number of Passengers Originating:—</i>					
Full Fares	Journeys (thousands)	77,798	103,808	110,653	116,002
Monthly Returns, Excursion, etc.	"	474,510	379,855	370,494	402,811
Workmen	"	244,852	334,557	307,450	276,018
Other Descriptions	"	53,590	257,449	250,528	256,881
Total	"	850,150	1,036,669	1,039,105	1,055,652
Season Tickets (on basis of 600 journeys per annum)	"	387,092	297,075	306,234	316,142
Grand Total	"	1,237,242	1,333,744	1,345,339	1,371,794
<i>Average Receipt per Passenger Journey:—</i> (Main Line Companies)					
Ordinary	s. d.	1 6.47	3 6.20	3 7.16	3 8.20
Workmen	d.	3.68	5.90	5.02	4.82
Season Tickets	d.	5.19	0.15	0.38	0.22
Total	s. d.	11.38	2 0.65	2 1.83	2 3.63
Per Train Mile	"	5 2	14 9	15 10	16 0

* Excludes 5,150 Wagons (Year 1938) and 975 Wagons (Year 1943) on hire from G.W.R. under a redemption-hire scheme.
† All passenger travel (including Service travel) except Workmen and Season Ticket.

Particulars.	Unit.	1938.	1943.	1944.	1945.
19. Estimated Passenger Miles :—					
(Main Line Companies):					
Ordinary	No. (millions)	12,550*	25,613	25,531	28,827
Workmen	"	1,735*	3,015	2,791	2,348
Season Tickets	"	4,706*	3,645	3,730	3,973
Total	"	18,991*	32,273	32,052	35,248
Average Distance per Journey :—					
(Main Line Companies):					
Ordinary	Miles	21.02*	38.89	37.42	39.32
Workmen	"	7.21*	9.46	9.30	9.59
Season Tickets	"	12.45*	12.37	12.37	12.54
Total	"	15.94*	25.40	25.12	26.85
20. Freight Traffic Tonnage (excluding Free-hauled traffic) :—					
Merchandise (Classes 7-21) & Livestock	Tons (thousands)	45,595	81,985	87,436	73,519
Minerals and Merchandise (Classes 1-6) ...	"	47,380	62,129	54,664	49,792
Coal Class	"	172,773	156,744	150,663	143,333
Total	"	265,748	300,858	292,763	266,644
Average Receipt per Ton :—					
(Main Line Companies):					
Merchandise (Classes 7-21) & Livestock	s. d.	18. 2	28. 7	29. 1	28. 4
Minerals and Merchandise (Classes 1-6)	"	5. 3	7. 11	7. 7	7. 6
Coal Class	"	3. 11	6. 7	6. 10	6. 10
Total	"	6. 7	12. 9	13. 6	12. 9
Per Train Mile	"	13. 2	23. 10	24. 8	23. 3
21. Net Ton Miles Estimated (including Free-hauled traffic) :—					
(Main Line Companies):					
Merchandise (Classes 7-21) & Livestock	Ton Miles (millions)	4,980	9,659	10,275	9,850
Minerals and Merchandise (Classes 1-6)	"	3,182	5,350	4,924	4,323
Coal Class	"	8,204	8,363	9,027	8,720
Total	"	16,266	24,358	24,444	22,893
Per Train Hour (including Assisting and Light)	Ton Miles	945.84	932.36	933.80	951.32
Per Shunting Hour	"	859.97	1,096.45	1,097.79	1,063.42
Per Total Engine Hour	"	450.43	509.67	504.59	502.13
Per Train Mile (Train Load in Tons) ...	Tons	121.90	156.30	157.69	155.00
Per Loaded Wagon Mile (Wagon Load in Tons):					
Merchandise (Classes 7-21) & Livestock	"	2.81	3.82	3.95	3.80
Minerals and Merchandise (Classes 1-6)	"	9.77	10.03	10.02	10.05
Coal Class	"	9.78	9.53	9.55	9.59
Total	"	5.55	6.01	6.02	5.96
Per Ton conveyed—(Average length of haul):					
Merchandise (Classes 7-21) & Livestock	Miles	107.49	122.45	112.16	114.98
Minerals and Merchandise (Classes 1-6)	"	63.49	79.57	83.44	80.13
Coal Class	"	45.21	55.97	57.75	58.11
Total	"	59.00	76.16	78.64	77.53
Average Receipt per Ton Mile :					
Merchandise (Classes 7-21) & Livestock	d.	1.939	2.771	2.820	2.695
Minerals and Merchandise (Classes 1-6)	"	0.906	1.066	0.983	0.921
Coal Class	"	0.978	1.306	1.308	1.300
Total	"	1.258	1.835	1.878	1.806
22. Average Wagon Load at Starting Point :—					
(Main Line Companies):					
Merchandise (Classes 7-21) & Livestock	Tons	2.99	4.12	4.27	4.11
Minerals and Merchandise (Classes 1-6)	"	9.87	10.49	10.49	10.53
Coal Class	"	10.37	10.34	10.38	10.43
Total All Freight	"	7.28	7.47	7.42	7.44
23. Engine Hours "In Traffic" :—					
Coaching:	Hours (thousands)				
Train Hours	"	19,055	15,077	14,999	15,568
Shunting Hours	"	3,481	3,073	3,121	3,109
"Other" Hours (excluding Departmental)	"	1,735	1,683	1,738	1,771
Total	"	24,271	19,833	19,858	20,448
Freight:					
Train Hours	"	14,598	21,345	21,785	19,167
Shunting Hours	"	18,920	22,238	22,275	20,769
"Other" Hours (excluding Departmental)	"	2,619	4,308	4,476	4,064
Total	"	36,137	47,911	48,476	44,000
Departmental	"	2,526	2,669	2,725	2,704
Grand Total (excluding Service Departmental)	"	68,874	70,415	71,059	67,152
Grand Total (including Service Departmental)	"	69,669	70,519	71,163	67,446
24. Train Miles per Hour :—					
(Main Line Companies):					
Coaching:					
Per Train Hour	Miles	15.08	13.54	13.48	13.86
Per Engine Hour	"	11.87	10.28	10.16	10.54
Freight:					
Per Train Hour	"	9.15	7.32	7.14	7.44
Per Engine Hour	"	3.70	3.26	3.20	3.24

* September, 1938 to August 1939 inclusive.

† All passenger travel (including service travel) except Workmen and Season Ticket.

‡ Subsequent to the year 1938 the receipts include Wagon Hire on heavy mineral and coal class traffic conveyed in private owners' wagons under requisition.

Particulars.	Unit.	1938.	1943.	1944.	1945.
25. Wagon Miles:—					
Loaded	No. (millions)	3,003	4,052	4,064	3,683
Empty	"	1,492	1,392	1,427	1,257
Total Loaded and Empty	"	4,495	5,444	5,491	4,940
Percentage Loaded	%	66.80	74.44	74.00	74.56
per Engine Hour:					
Train (including Assisting and Light)	Wagon miles	261.50	212.85	209.96	233.40
Shunting	"	237.61	245.02	246.60	238.55
Total Engine Hour	"	124.40	113.91	113.35	112.64
per Train Mile (Number of wagons per train):					
Loaded	Wagons	22.49	26.00	26.21	23.92
Empty	"	11.18	8.93	9.21	8.85
Total Train Mile	"	33.67	34.93	35.42	34.77
26. Number of Wagons Forwarded Loaded:—	No. (thousands)				
Merchandise and Other Minerals	—	29,303	28,722	26,101	
Livestock	—	349	315	355	
Coal	—	15,416	14,755	14,055	
Total	—	45,068	43,792	40,511	
27. Coal Consumption:—					
Steam, Train, Working—Coaching and Freight combined—					
per Engine Mile	Lbs.	52.50	62.67	64.35	64.21

**Summary Table of Statistical Returns relating to the
Electrical Working of the Railways of Great
Britain (including the Railways of the
London Passenger Transport Board).**

YEARS 1938 AND 1943 TO 1945 INCLUSIVE.

Particulars.	Unit.	1938.	1943.	1944.	1945.
28. Electrical Working:—					
Total Single Track, including Sidings	Miles	2,458	2,696	2,697	2,697
Train Miles:					
Passenger Trains	Miles (thousands)	79,878.11	62,727.45	62,311.53	65,796.92
Freight Trains	"	3	45	53	58
Total number of low tension units of electricity used	L.T. Units (thousands)	1,179,104	1,052,619	1,086,121	1,147,367

**Summary Table of Statistics
of London Passenger Transport Board
(including the Board's ownership proportion of the statistics relating
to Joint Line Railways).**

YEARS 1938 AND 1943 TO 1945 INCLUSIVE.

Particulars.	Unit.	1938.	1943.	1944.	1945.
Mileage of Routes:—					
Board's Railways open for traffic	Route Miles	183	187	187	187
Run over by Board's Trains	"	209	213	219	219
Run over by Board's Buses & Coaches	"	2,454	2,566	2,569	2,572
Run over by Board's Trams	"	155	102	102	102
Run over by Board's Trolleybuses	"	214	255	255	255
Mileage of Lines:—					
Total Single Track, including sidings, open for traffic:					
Railways	Miles	514	526	526	520
Trams	"	326	213	213	213
Passenger Vehicles:—					
Railways:—					
Electric stock—					
Motor vehicles	No.	1,562	2,011	2,011	1,996
Carriages	"	1,857	1,713	1,714	1,646
Steam stock—					
Carriages	"	74	71	71	71
Total	"	3,493	3,795	3,796	3,713
Buses and Coaches	"	6,358	6,045	6,074	6,606
Trams	"	1,619	1,034	1,049	1,006
Trolleybuses	"	1,300	1,762	1,743	1,747
Other Vehicles:—					
Railways	"	350	511	509	509
Road (including from 1943 onwards, Buses and Coaches used temporarily as Ambulances)	"	502	932	934	759
Service Miles run by the Board's Vehicles					
Railway Train Miles	Thousands	31,248	25,672	25,236	25,341
Car Miles:—					
Railways	"	171,254	162,660	159,074	161,965
Buses	"	238,379	286,491	293,471	206,772
Coaches	"	27,765	—	—	—
Trams	"	63,873	29,606	27,902	28,231
Trolleybuses	"	45,508	66,365	65,268	66,178
Total	"	568,782	445,122	446,415	463,146

Particulars.	Unit.	1938.	1943.	1944.	1945.
Passenger Journeys Originating:—					
Railways:—					
Ordinary	Thousands	327,337	355,540	370,880	425,864
Workmen	"	83,514	72,960	73,200	71,559
Season Tickets	"	81,002	60,860	64,213	67,028
Total	"	491,753	489,360	508,393	564,451
Buses	"	2,181,877	1,960,474	1,895,547	2,085,974
Coaches	"	23,286	—	—	—
Trams	"	603,893	260,023	239,600	260,179
Trolleybuses	"	471,353	752,304	726,628	766,862
Grand Total	"	3,778,374	3,463,220	3,360,967	3,676,496
Estimated Passenger Miles:—					
Railways	Thousands	*2,207,062	2,493,020	2,540,376	2,791,263
Buses	"	*4,034,202	4,420,853	4,252,212	4,744,937
Coaches	"	* 207,656	—	—	—
Trams	"	* 932,603	581,994	522,222	558,122
Trolleybuses	"	*1,194,093	1,804,316	1,993,076	1,811,313
Total	"	*8,759,586	9,307,283	9,007,766	9,606,635
Average Distance per Passenger Journey:—					
Railways	Miles	* 4.705	5.096	4.997	4.972
Buses	"	* 1.832	2.255	2.242	2.270
Coaches	"	* 12.000	—	—	—
Trams	"	* 1.888	2.231	2.180	2.145
Trolleybuses	"	* 2.003	2.398	2.362	2.368
Total	"	* 2.301	2.686	2.680	2.694
Average Receipt per Originating Passenger Journey:—					
Journey	d.	1.908	2.520	2.557	2.579

* September, 1938 to August, 1939, inclusive.

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